

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The approximate number of non-military motor vehicles in Hungary is as follows:
 - a. 30,000 trucks, 15 percent of which are Csepel diesel 3½-ton trucks of post-war production, 15 percent are Raba gasoline prewar trucks made by the Györi Vasgyár (Györ), 20 percent are GMC 2½-ton trucks, 10 percent are Opel Blitz gasoline prewar models, 10 percent are Mercedes diesel prewar models, 10 percent are Saurer diesel prewar models, 10 percent are Autocar, Federal, US made semi-trailers, and 10 percent are ZIS (Soviet made). Approximately 15 to 20 percent of these are permanently idle due to lack of spare parts.
 - b. 15,000 passenger cars, comprising prewar American and European models and 1,000 to 2,000 Soviet made ZIS, ZIM and Pobeda models.
 - c. 5,000 other motor vehicles such as buses (approximately 1,500), fuel tankers, etc.
2. The Hungarian Army has 3,000 to 4,000 motorcycles and approximately 25,000 trucks of the following types:
 - a. 7,000 to 8,000 Dodge "Whippet" half-ton trucks and command cars.
 - b. 12,000 to 14,000 Csepel 3- and 4-ton diesel trucks, part of which have been converted to the use of gasoline, leaving the original engines and changing only the cylinder head and adding the other necessary parts.
 - c. 3,000 to 4,000 miscellaneous trucks, including some American, Soviet, and European models.
 - d. 800 to 1,000 Soviet made ZIS gasoline 5-ton trucks (ZIS "100" with two axles and ZIS "150" with three axles).

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- e. 3,000 to 4,000 Csepel, BMW and Soviet motorcycles, which have been allotted only to the Hungarian Army.
3. The Csepel factory, which started turning out trucks in 1950, has reached a yearly output of 8,000 vehicles consisting of 8-seat command cars for the Army and 3- and 4-ton diesel trucks. The latter are exact replicas of the Austrian Steyr trucks, all parts having been meticulously copied from Steyr, with the result that the parts of both makes are interchangeable.
 4. The Ikarusz factory in Mátyásföld, District XVI, turns out 1,500 to 1,800 buses per year using Csepel diesel engines. Since the summer of 1953, Ikarusz has been turning out a new model using a 4-cylinder 35- to 40-horsepower Csepel diesel engine. The first 50 buses are already running. Ikarusz buses are exported to Iron Curtain countries, while the buses used locally are mostly pre-war Mercedes diesel 1932-35 models plus 100 Chausson gasoline 45- to 50-horsepower buses. The first consignment of 20 Ikarusz buses of a new model with a 6-cylinder 60-horsepower Csepel diesel engine, with seats for 50 to 55 passengers, is being sent to China, to be followed later by further consignments of the same series. In addition to the 2,700 workers employed in the production of buses, Ikarusz has a separate plant for the construction of automobile radiators with approximately 300 workers.
 5. Csepel motorcycles are turned out at the rate of 20,000 to 25,000 per year in the Rákosi Mátyás Works (formerly Weisz Manfréd), on Csepel Island, Budapest XXI. The type produced for the civilian market consists of a 125-ccm model; the production of a 100 ccm type was discontinued in September 1953. The factory started to turn out a heavier model (250 ccm, 2-stroke and 4-stroke engines) in 1951 exclusively for the Army and is believed to have reached a monthly output of 1,000 motorcycles.
 6. There are three ATRA (Auto és Traktor Alkatrészgyár) automobile and tractor spare parts factories in Hungary. The largest of them, at Cinkota, was built in 1950-52 and employs approximately 2,000 workers. Another ATRA factory at Erőssébfalva is engaged in the production of piston rings.
 7. A spark plug factory built in the last two years in Pestszenterzsébet, Budapest XX, is already in operation but the quality of its products is below the required standard.
 8. Approximately 1,000 workers are employed at a factory for automobile electrical articles completed in 1952. It is located at Váci ut 18, Budapest, on the premises of the former Bosch factory.¹
 9. The output of the Magyar Gumigyár, located at Kerepesi ut 17 in Budapest, is approximately 250,000 natural rubber "Cordatic" tires per year. This factory employs approximately 2,000 workers.
 10. The situation in spare parts replacements and the maintenance of vehicles is far from satisfactory. The acute shortage of spare parts reached its peak in 1948-49 when 860 different types of vehicles were in use. Efforts were made to reduce this figure to 100, but by the end of 1953 there were still 380. A system of listing spare parts requirements was devised in 1949, and after careful research and the advice of automobile experts, lists were drawn up of the spare parts requirements of 100 vehicles of the same type for one year. These lists served as a basis for the planning of local production and the import of spare parts in each yearly plan. This system was also adopted by Czechoslovakia.

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11. Thousands of cars and trucks are idel because of the lack of spare parts which must be imported from the West or produced locally from raw materials available only from the West. The necessary skilled labor and machine tools are available, and the country could be made almost wholly independent of the West in automobile parts if the necessary raw materials, such as steel, nonferrous metals, etc., were available. The use of nonferrous metals in the automobile industry is prohibited. Other basic raw materials such as chrome, nickel, high-grade steel, etc. are not available either, and iron or unsuitable metal alloys are used as substitutes. Almost the only replacement parts available for vehicles are cast iron bearings, aluminum wires and packings, etc. produced in the local plants. These are also used in the production of trucks and motorcycles.

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1. Comment: Presumably, the Budapest Automobile Electrical Engineering Works (Budapesti Autóvillamosági Gyár, formerly Robert Bosch), 22-26 Váci ut, Budapest XIII.

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